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DHC-6-400
FLIGHT CREWMEMBER
RII REPAIRMEN
TRAINING PROGRAM
CRS # ENRA619D

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Record of Revisions

Upon receipt of revisions, insert the revised page(s) in the manual and remove the replaced pages. Enter the insertion date and initials of the person incorporating the revision in the appropriate block on the Record of Revisions. This manual will be revised in accordance with Chapter 3 of this manual.

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FAA PRINCIPAL MAINTENANCE INSPECTOR
AK-FSDO-03

FAA PRINCIPAL AVIONICS INSPECTOR
AK-FSDO-03



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1 Introduction

The **DHC-6-400 Flight Crewmember Repairmen RII Training Program Manual** has been prepared in accordance with the current Title 14 CFR §135 and the policies and procedures used at **Maritime Helicopters, Inc. (MHI)**. This manual explains the Flight Crewmember Repairmen RII Training Program in detail. This training program manual contains the policies and procedures MHI uses to determine its training requirements and to develop its flight crewmember RII Repairmen training program. This training program ensures that MHI flight crewmembers have the knowledge and skills capably to perform required limited RII inspections listed in Appendix B. MHI controls this manual in accordance with the procedures outlined in Chapter 3 of this manual. Flight crewmembers are identified, training standards are established, training is provided, and the training program is revised as necessary.

The Chief Inspector has overall administration of the Repairmen RII Training Program. He is the designated Maintenance/RII instructor. The Chief Inspector may delegate instructors but maintains overall responsibility.

A current copy of the Flight Crewmember Repairmen RII Training Program and any revisions made will be provided by electronic copy to the FAA Certificating Holding District Office (CHDO).



2 Purpose

The **DHC–6–400 Flight Crewmember Repairmen RII Training Program Manual** has been prepared to train MHI flight crewmembers to perform limited RII functions for MHI operating under a FAA approved CAMP program §CFR 65.101(a)(3) and §CFR135.429(a).

Before any MHI crewmembers may exercise RII functions, they must be qualified under an Administrator approved RII training program and possess an FAA Repairmen Certificate.

Repairmen Certificates are issued by the FAA providing the crewmember meets the eligibility requirements of §CFR 65.101 and have completed formal training acceptable to the Administrator specifically designed to qualify the crewmember for remote area limited RII functions.

NOTE: Crewmembers performing limited RII functions must be employed by MHI. This program is only applicable for MHI CAMP aircraft operating in a remote location. A remote location is defined as operations at or away from any MHI base that does not have an available MHI RII trained and qualified inspector.

A copy of this manual shall be maintained in the aircraft and available to flight crewmember for reference and use of specific RII Task Cards listed in Section 10.



3 Manual Revisions

The Director of Maintenance oversees the creation and revision of MHI controlled documents. Department Managers and Supervisors may submit suggestions and corrections for incorporation into this manual by contacting the Director of Maintenance. Changes made to this manual will be summarized in the change summary table and indicated throughout the manual by change bars. A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. The effected page(s) will also be annotated by updating the revision level and date. The list of effected pages will also be updated.

3.1 Manual Revisions and Control

The Director of Maintenance is responsible for the content, currency, completeness, and revisions of this manual. Review of this manual will be conducted annually by the Chief Inspector. Revisions to this manual must be routed for MHI internal and FAA acceptance prior to distribution. This manual cannot be published or distributed to end users prior to formal submission to and acceptance by the FAA.

3.2 Manual Acceptance Process

The DHC–6–400 Flight Crewmember Repairmen RII Training Program is an FAA accepted manual, no changes or revisions will be made without prior FAA approval.

Upon review and MHI approval, the Director of Maintenance or his/her designee will submit a copy of the proposed revision to the cognizant CHDO assigned Principal Inspector (PI) for review and Administrator acceptance.

If the proposed revision is acceptance by the CHDO, the LOEP will be signed and dated (or stamped) and returned to MHI.

If a proposed revision is rejected by the CHDO, the proposed revision will be returned to MHI with an explanation of discrepancies that must be addressed (the CHDO may retain a file copy of the revision at their discretion).

The non-compliant portion(s) of the revision will be addressed by MHI then submitted to the CHDO. This process will be repeated as necessary until FAA acceptance is obtained. As needed, the Director of Maintenance will make contact with the CHDO either by phone, or schedule an in- person meeting to discuss the details of non-compliant portions. This will ensure the MHI Training Program is compliant with applicable FAA guidance materials (i.e. CFR's, FAA Orders, etc).



4 Needs Assessment

A training needs assessment shall be performed to identify MHI's flight crewmember RII training needs and shall be performed by the Chief Inspector or his designee. It is method for defining areas of study and/or courses/lessons and for identifying training sources and methods available to RII approved flight crewmembers for the areas of study, courses, and/or lessons. The needs assessment is used to measure the effectiveness of the flight crewmembers RII training program and to make changes as necessary.

4.1 General

Flight Crewmembers performing RII inspection functions on the MHI DHC-6-400 aircraft must be assessed and trained in accordance with the Federal Aviation Administration (FAA) acceptance procedures set forth in this manual. The training program also includes Initial and Recurrent training areas of study for its required flight crewmembers RII repairmen.

MHI continuously evaluates its overall training needs. However, MHI will specifically revise the training program when:

- It identifies additional training needs;
- Changes to its ratings, equipment, or work scope require additional training areas, classes, or lessons;
- Significant changes to industry standards or regulations occur;
- Addition of new model aircraft.

4.2 Individual Needs Assessment

MHI flight crewmembers will be assessed against the established requirements and specific needs for the RII tasks required. This will determine if that a flight crewmember possess the capability to perform RII crewmember repairmen functions.

Whenever MHI hires a new flight crewmember or transfers an flight crewmember to a new job position that requires them to possess a RII Repairmen rating, the Chief Inspector and/or Director of Maintenance will perform a needs assessment process to assess the individual's skill level and qualifications against the requirements for the assigned RII functions or tasks.

MHI flight crewmember's RII Repairmen training file will be stored in the Chief Inspector's office.

During identification of overall training needs, MHI will consider items including, but not limited to the following:

- The tasks associated with each person responsible for performing RII Repairmen inspection tasks;
- The skills, experience, and training of new and/or current flight crewmembers;
- The return of a flight crewmember to RII Repairmen functions after an extended period;
- The introduction to the flight crewmember of new regulations, procedures, equipment, or RII requirements;



4.3 Addition of Aircraft

Whenever MHI is planning to add addition types of fixed wing aircraft, it will conduct a review of its current RII Repairmen Training Program. The need for additional training will be based on an analysis of the type aircraft to be added, the capability of flight crewmembers, and the availability of in-house training.

Appropriate changes will be made to initial, recurrent, and specialized training areas of study, including existing courses or the addition of new courses, positions, and individuals requiring the training, and when the new training needs to be implemented and completed.



5 COURSE DEFINITION

The Director of Maintenance will develop and revise areas of study, courses, and/or lessons.

5.1 Course/Lesson Development

An Area of Study will be developed to identify the entire scope of training available for areas of knowledge and skill requirements to perform limited RII Repairmen functions on each MHI model aircraft operating under a CAMP program. It will include the appropriate number and level of courses or lessons to accomplish the defined objective. The areas of study will define the initial and recurrent requirements for the associated courses and lessons.

All Courses/Lessons shall be developed using the following information as a minimum necessary to capture the required knowledge or skill.

- Objectives
- Prerequisites
- Course outline
- Required hours or performance outcome for each topic or lesson
- Training material including handouts, manuals, tools, or equipment to be used
- Training method(s) (i.e. classroom, OJT, etc.)
- Method(s) of evaluation

When the curriculum of a training course/session requires testing, the results will be recorded on the MHI Training Activity Report, Form. A minimum score of 70% is considered passing on all written tests, unless otherwise stated. The test may be administered in one of three following methods:

- Written test;
- Oral test;
- Practical test.

5.2 Initial Training

Initial Training is mandatory for all MHI flight crewmember RII Repairmen personnel. This training mandatory after employment if RII Repairmen functions will be required.

5.3 Recurrent Training

Recurrent Training will be information that supports, expands, or refreshes initial training areas of study, courses/lessons, or other requirements. MHI will review all training and determine the need for any recurrent training session(s). Recurrent training is documented on Training Activity Report, Form TR-004, and filed in the flight crewmember's training records. Recurrent training shall be accomplished annually.

5.4 Specialized Training

Specialized Training is used to provide instructions to address requirements of specific task and/or to provide initial training required for RII critical task. Specialized training will be documented and filed in the flight crewmember's training records.



5.5 Remedial Training

Remedial Training will be conducted in the event of repeated job tasks/assignment deficiencies at the discretion of the Director of Maintenance and/or the Chief Inspector. Remedial Training will be conducted by a Delegated Training Instructor, Director of Maintenance, Chief Inspector, Lead, or Inspector. Remedial Training will be documented and filed in flight crewmembers' RII training records.



6 SELECTION OF TRAINING METHODS AND SOURCES

Using the information developed during the course definition phase, MHI will evaluate training method(s), source(s), and instructor(s) to determine whether the appropriate and necessary knowledge or skill will be transferred to RII Repairmen.

6.1 Training Methods

The material to be presented, the level of personnel receiving the training, and alternatives available will be used to establish training methods for areas of study and/or courses/lessons. MHI uses various methods to train its flight crewmembers including:

- Formal classroom training;
- On-the-job training (OJT);
- Self-study;
- MHI Web Based;
- Computer-based training (CBT);
- Distance learning;
- External classes and courses;
- Original Equipment Manufacturer training (OEM).

6.2 Training Sources

Sources available for training will be continually monitored to ensure MHI is aware of its alternatives. When a new or revised training need is identified, the available options will be reviewed. This process may include consultation with the FAA and manufacturers.

6.3 Instructor Qualification

Each designated RII Instructor must have:

- A minimum of three years of working experience on that model or,
- A verifiable record of completed formal training on that model or,
- Complete the RII initial training program for that model or,
- Have a thorough understanding of inspection methods and procedures, and
- Successfully completed the Maritime Helicopters Inc. Part 135/RII initial training course and passed the written examination.

6.4 Observation

During the initial presentation of an instructor the MHI Chief Inspector will observe a portion(s) of the class/instruction to determine attributes such as the individual's subject knowledge/expertise, class/student interaction, quality of aids/materials, presentation style, demeanor, etc.



7 TRAINING DOCUMENTATION

7.1 Training Documentation

The Chief Inspector is responsible for establishing the standards for the creation and retention of training records for all MHI flight crewmembers RII Repairmen that perform RII inspection functions.

MHI maintains a hard copy of all training provided. Each hard copy report includes the RII Repairmen name and job function, the needs assessment findings, a list of FAA certifications, other applicable certifications and degrees, MHI qualifications and authorizations (such as Required Inspection Items (RII)), and for each course completed, the total time credited, the date provided, the instructor, the location, and the results of any associated examination.

7.2 Training Records

MHI RII Repairmen training records will be maintained for a period of at least two (2) years.

The Chief Inspector will maintain training records of MHI flight crewmember RII Repairmen who are assigned to perform limited RII inspection functions. These records maintained by MHI are considered official flight crewmember RII Repairmen training records.

Training records will be maintained in hard copy format and a copy placed on the Shared Drive.

MHI will make the training records of RII Repairmen flight crewmember performing RII inspection functions available to the FAA for review upon request. To facilitate this, copies of training records shall be placed on the Shared Drive.

7.3 Training Forms

MHI has developed forms to support the processes and procedures in this manual. Master copies of the training forms are located in the Director of Maintenance office.

NOTE: Flight Crewmember RII Training is aircraft specific and identified on training records.



8 MHI FLIGHT CREWMEMBER RII REPAIRMEN TRAINING CURRICULUM

MHI Training Curricula has been designed to support the maintenance tasks performed by Flight Crewmember RII Repairmen designated by MHI. All training will include classroom conference utilizing multimedia, publications, computer based training (CBT), hands on and stand up lecture by an approved instructor.

All curricula will be presented on the subject matter being taught. Actual class hours may vary due to the size of the class.

NOTE: Flight Crewmember RII Training is aircraft specific and identified on training records.

Training Syllabus;

8.1 Initial Viking DHC -6 - 400 Repairmen RII Flight Crewmember Training - 16 Hours - 2 days (Approx.)

- Duties and responsibilities
- §CFR135.429
- MHI Repairmen Training Manual
- Manufacturer's Maintenance Manual
- Specific Requirements for each RII task
- Proper Aircraft Logbook Entries
- Proper Tagging of Parts
- Web Based Presentation and Testing
- Evaluation

8.2 Recurrent Viking DHC-6 400 Repairmen RII Flight Crewmember Training - 8 Hours - 1 day (Approx.)

The Viking DHC-6-400 Recurrent RII Training will be a review of all subjects in the Initial Repairmen RII Flight Crewmember Training Initial Course.



The following form shall be used to document training on each Flight Crewmember Repairmen RII Tasks listed in Appendix B.

BELL 412 HP				
Task Num	Description	Crewmember Initials	RII Trainer Initials	Date
R 01	AILERON CONTROL RIGGING CHECK			
R 02	RUDDER CONTROL RIGGING CHECK			
R 03	ELEVATOR CONTROL RIGGING CHECK			
R 04	PROPELLER INSTALLATION			
R 05	ENGINE/PROPELLER RIGGING CHECK			
	MHI WEB BASED RII INSPECTOR TRAINING MODULE			
	REQUIRED AIRCRAFT LOG BOOK ENTRIES			

COMMENTS:

INSTRUCTOR'S SIGNATURE _____ DATE: _____

CREWMEMBERS SIGNATURE _____ DATE: _____



10.1 List of Specific Tasks

10-1

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AIRCRAFT: R 01 – DHC-6-400
TYPE: RII TASK CARD
TASK: **Aileron Rigging Check**

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

10.2 R 01 Aileron Control Rigging Check

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENTS INITIALS
R 01.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 01.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.4	Verify that any new P/N used is compatible with aircraft S/N.		
2.5	Read the MM section describing the task.	PSM 1-64-2 27-10-00	
2.6	Verify;		
2.6.1	That all components are correctly installed, that the cables are fitted but not tensioned.	PSM 1-64-2 27-00-00	
2.6.2	Tensiometer is of correct type for cable.		
2.6.3	Cables vibrated to prevent an incorrect reading due to friction in circuit.		
2.6.4	The hydraulic system must be fully serviceable before aileron rigging is started.		
R 01.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Tensiometer is on center portion of cable and not close to a quadrant, bellcrank, turnbuckle, etc.	PSM 1-64-2 27-00-00	
3.1.2	Cable tensions are I/A/W PSM 1-64-2 Chp 27-00-00 Cable Tension Graph figures and Control Surface Clearances – Adjust as required.		

AIRCRAFT: R 01 – DHC-6-400
TYPE: RII TASK CARD
TASK: **Aileron Rigging Check**

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENS INITIALS
3.1.3	A recheck of cable tension(s) after locking turnbuckles.		
R 01.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	All jam nuts on push-pull rods and turnbuckles are locked on the completion of rigging		
4.2.2	All rigging pins removed.		
4.2.3	Operate ailerons and check for full and free range of movement.		
4.2.4	A POC is required if any adjustment is made aileron rigging and that it is entered into the aircraft Log Book.		

Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMENS INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

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AIRCRAFT: R 02 – DHC-6-400
TYPE: RII TASK CARD
TASK: Rudder Rigging Check

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

10.3 R 02 Rudder Control Rigging Check

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENTS INITIALS
R 02.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 02.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.4	Verify that any new P/N used is compatible with aircraft S/N.		
2.5	Read the MM section describing the task.	PSM 1-64-2 27-20-00	
2.6	Verify;		
2.6.1	That all components are correctly installed, that the cables are fitted but not tensioned.	PSM 1-64-2 27-00-00	
2.6.2	Tensiometer is of correct type for cable.		
2.6.3	Cables vibrated to prevent an incorrect reading due to friction in circuit.		
2.6.4	The hydraulic system must be fully serviceable before rudder rigging is started.		
R 02.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Tensiometer is on center portion of cable and not close to a quadrant, bellcrank, turnbuckle, etc.		
3.1.2	Cable tensions are I/A/W PSM 1-64-2 Chp 27-00-00 Cable Tension Graph figures and Control Surface Clearances – Adjust as required.		

AIRCRAFT: R 02 – DHC-6-400
TYPE: RII TASK CARD
TASK: Rudder Rigging Check

MAINTENANCE ACTION	REFERENCE	RII REPAIRMENS INITIALS
4.2.5 A recheck of cable tension(s) after locking turnbuckles.		
R 01.5 POST TASK INSPECTIONS		
5.1 Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
5.2 Verify;		
5.2.1 All jam nuts on push-pull rods and turnbuckles are locked on the completion of rigging		
5.2.2 All rigging pins removed.		
5.2.3 Operate ailerons and check for full and free range of movement.		
5.2.4 A POC is required if any adjustment is made aileron rigging and that it is entered into the aircraft Log Book.		

Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMENS INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

AIRCRAFT: R 03 – DHC-6-400
TYPE: RII TASK CARD
TASK: Elevator Rigging Check

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

10.4 R 03 Elevator Control Rigging Check

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENTS INITIALS
R 03.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 03.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Verify the maintenance manual is the correct revision number. Check MM revision number against the MHI master publications list.		
2.3	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.4	Verify that any new P/N used is compatible with aircraft S/N.		
2.5	Read the MM section describing the task.	PSM 1-64-2 27-30-00	
2.6	Verify;		
2.6.1	That all components are correctly installed, that the cables are fitted but not tensioned.	PSM 1-64-2 27-00-00	
2.6.2	Tensiometer is of correct type for cable.		
2.6.3	Cables vibrated to prevent an incorrect reading due to friction in circuit.		
2.6.4	The hydraulic system must be fully serviceable before rudder rigging is started.		
R 03.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Tensiometer is on center portion of cable and not close to a quadrant, bellcrank, turnbuckle, etc.		
3.1.2	Cable tensions are I/A/W PSM 1-64-2 Chp 27-00-00 Cable Tension Graph figures and Control Surface Clearances – Adjust as required.		

AIRCRAFT: R 03 – DHC-6-400
TYPE: RII TASK CARD
TASK: Elevator Rigging Check

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENS INITIALS
3.1.3	A recheck of cable tension(s) after locking turnbuckles.		
3.1.4	Ensure propeller and engine flanges are clean and free from scoring or burring which could prevent mating.		
R 03.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	All rigging pins have been removed.		
4.2.2	All jam nuts on push-pull rods and turnbuckles are locked on the completion of rigging.		
4.2.3	Operate rudder and check for full and free range of movement.		
4.2.4	A POC is required if any adjustment is made to elevator rigging and that it is entered into the aircraft Log Book.		

Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMENS INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

AIRCRAFT: R 04 – DHC-6-400
TYPE: RII TASK CARD
TASK: Propeller Installation

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

10.5 R 04 Propeller Installation

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENS INITIALS
R 04.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 04.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	New mounting bolt must be used when initially installing a new or overhauled propeller. NOTE: Mounting bolts and washers may be reused if not damaged or corroded if propeller is removed between overhaul intervals.		
2.3	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.4	Verify that any new P/N used is compatible with aircraft S/N.		
2.5	Read the Viking and Hartzell MM sections describing the task.		
2.6	Verify;		
2.6.1	Spinner dome is removed.		
2.6.2	Sling is properly attached and is rated to 800 lbs to support the weight of the propeller assembly.		
2.6.3	Propeller is put in feather position.		
2.6.4	Ensure propeller and engine flanges are clean and free from scoring or burring which could prevent mating.		
R 04.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Propeller is being installed I/A/W Hartzell Owner's Manual 139 (61-00-39).		
3.1.2	Hub to engine and spacer O-rings are installed.		

AIRCRAFT: R 04 – DHC-6-400
TYPE: RII TASK CARD
TASK: Propeller Installation

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENS INITIALS
3.1.3	Mounting bolts torqued to correct amount and proper sequence I/A/W Hartzell Torque Table 3-2.		
3.1.4	Safeties are in place and tight on all mounting bolts.		
3.1.5	Beta ring is not in contact with any engine component or mounting bolt safety wire.		
R 04.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Spinner dome is installed, correctly torqued and has correct clearance.		
4.2.2	Perform initial run-up to released trapped air from the propeller.		
4.2.3	POC performs ground idle checks and that it is entered into the aircraft Log Book.		

Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMENS INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____

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Revision: Original
Issue Date: 06/01/20

AIRCRAFT: R 05 – DHC-6-400
TYPE: RII TASK CARD
TASK: Engine/Propeller Control Rigging

Registration No.: N _____ Start _____ Aircraft Start Total Time: _____
Aircraft S/N: _____ Date: _____ Aircraft Start Total Cycles: _____

10.6 R 05 Engine/Propeller Control Rigging

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENS INITIALS
R 05.1 GENERAL			
1.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
1.2	Check for entry in the discrepancy section of the log book/Work Order for RII due. At a minimum the log book entry shall contain the following: A description stating that the RII for the maintenance item is due. Aircraft TT. Date. Signature. A&P number.		
R 05.2 PRIOR TO STARTING TASK			
2.1	Verify any new parts used have correct paperwork.		
2.2	Inspect all calibrated tool's inspection decal that will be used in the task to confirm it is in current calibration.		
2.3	Verify that any new P/N used is compatible with aircraft S/N.		
2.4	Read the Viking MM sections describing the task.	PSM 1-64-2 76-10-00 (TR76-1)	
R 05.3 INPROCESS INSPECTIONS			
3.1	Verify;		
3.1.1	Cable tension and friction checks are correct as applicable.		
3.1.2	All control hardware is tightened and safetied.		
3.1.3	Correct torque was used on control tube jam nuts.		
3.1.4	Control tube rod ends are adjusted so both ends are centered on bellcranks allowing the maximum rotation of the control tube.		
3.1.5	All locknuts are tightened and torqued.		
3.1.6	Safeties are in place and tight on all turnbuckles, attachments, stop bolts and all control hardware.		
3.1.7	Lubrication applied as needed.		

AIRCRAFT: R 05 – DHC-6-400
TYPE: RII TASK CARD
TASK: Engine/Propeller Control Rigging

MAINTENANCE ACTION		REFERENCE	RII REPAIRMENS INITIALS
3.1.8	All rigging pins are removed.		
R 05.4 POST TASK INSPECTIONS			
4.1	Check for entry in the corrective action section of the log book for the maintenance task. At a minimum the log book entry shall contain the following: A description of the maintenance task. A reference to the acceptable data used. Aircraft TT. Date. Signature. A&P number.		
4.2	Verify;		
4.2.1	Smooth operation of levers through the entire range of motion, no binding.		
4.2.2	Ensure all applicable hardware is secured.		
4.2.3	All cowlings, access panels are installed and secure.		
4.2.4	POC performs ground checks, Idle speeds are correct.		
4.2.5	Engine run performed I/A/W 71-00-00 Power Plant and that it is entered into the aircraft Log Book.		

Upon satisfactory completion of each inspection item, the RII Repairmen shall initial the pertinent space as provided. All RII Repairmen shall sign and initial, in the space provided, at the end of the form.

At the completion of each inspection form the RII Repairmen shall check the entire form for completion and then enter his/her signature, certificate type and number, and date in the space provided at the end of the form.

This form shall be attached to the aircraft log book page.

I certify that I have used this RII card throughout the inspection process and have made an entry into the aircraft log book.

RII Repairmen Signature; _____

RII REPAIRMENS INSPECTION AUTHORIZATION CARD CERTIFICATE NUMBER; _____